PROJECT 10073 RECORD CARD

1. DATE 2 Nov 1951	2. LOCATION (Atlantic)		00	Was Balloon Probably Balloon Possibly Balloon Was Aircraft Probably Aircraft Possibly Aircraft Was Astronomical Probably Astronomical Possibly Astronomical Possibly Astronomical	
3. DATE-TIME GROUP Local	4. TYPE OF OBSERVATION Discound-Visual Discound-Radar Air-Visual Discound-Radar 6. SOURCE Military		000		
5. PHOTOS II Yes II No					
7. LENGTH OF OBSERVATION 2 Seconds	0. NUMBER OF OBJECTS	9. COURSE	000	Other Insufficient Data for Evaluation Unknown	
A brilliant white flare coming up through undercast observed from a/c at 8,000 ft. A/c dispatched to investigate 1 hr later. Located 4 surfaces vessels in area/ Pilot observed powerful rotating white beacon at St Pierre on Nova Scotia coast line. Additional information upon landing indicated that flare was rocket type with tail in flight from East to West with downward path descending through overcast. Believed to be over 40 mi					

ATIC FORM 329 (REV 25 SEP 52)

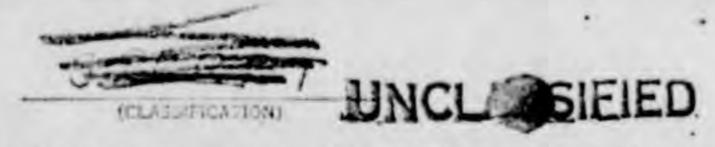
away.

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Unidentified Flores	in Newfoundland Are	a		i)	
Newfoundland: Nova S	cotia	Andrews	AF Bese, Washi	Division, Hq MATS	
19 December 1951	3 Novemb		A-2	icer, Flight "B"	
A. G. Love Captain	ious tep et, etc. us applienble)	6th Air		est Hermon AFB,	
1. Report contact of two unidentified	tains detailed date	on the sigh	hting and subse	quent investigat	1
2. Continuing the date of the sigh therefore forwarded		establish a			
		APPROVE	D:		
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			WILLIAM L. W. Lt Colonel, Chief, Intel	AVIS UDAF igomos Division	
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AF FORM 112-PART II





AIR INTELLIGENCE INFORMATION REPORT

Intelligence Division, Hq MATS
Andrews AFB, Washington 25, D. C. IR-278-51 PAGE 2 OF 3 PAGES

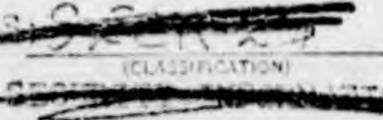
- 1. On 3 November 1951, at 0006Z, R-5D #542, en route from Argentia, Newfoundland, to Patuxent River, Maryland, at an altitude of 8,000 feet, reported sighting a brilliant white flare which came up through an undercast. Location of the sighting was at 47° 00' N, 57° 35' W, approximately 60 miles due east of St. Pierre, Pierre Island, a French possession 100 miles south southeast of Ernest Harmon AFB, Newfoundland.
- 2. Cander Airport advised that no other aircraft except the R-5D was in the area at the time of sighting; Halifax advised that no RCAF aircraft were in the area at the time of sighting; and the US Coast Guard at Argentia Naval Station reported that no aircraft or surface vessels under their control were in the area at the time of sighting.
- 3. Flight B's SA-10 #4058 was dispatched and reached the area of sighting at 0109Z. A search of the area was made at an altitude of 5,000 feet. (Further letdown was not made due to a second incident described further in this report). The pilot, Captain Herold S. Julin, reported the area clear, with unlimited visibility, and with an undercast lying to the south. An estimated four surface vessels were sighted in the area, all prominently lighted. All appeared to be small fishing boats. A powerful rotating white beacon was visible at St. Pierre and lights on the Nova Scotia coastline, over one hundred miles away, were plainly seen. The pilot's opinion was that the St. Pierre beacon may have appeared over the edge of the undercast and had been mistaken by the R-5D pilot for a flare.
- 4. Both the pilot and co-pilot overheard heavy VHF traffic on "D" channel and, though unable to identify the transmitting aircraft, were convinced that some sort of USAF formation of aircraft were near the area. Voices were described as being unmistakably American.
- 5. To clarify this incident further, a message was forwarded to the Intelligance Officer at the Patuxent Naval Air Station, Maryland, requesting that the crew of the R-5D be carefully interrogated upon landing for all details of the sighting. The following answer was received in response to this request:

"YOUR 030530Z. OBSERVER LODR F L JONES PILOT, CONFIDENTION LT L O FORTMER COPILOT. ACTION TIME 022304Z. BEARING ESTIMATED IS MILES SOUTH OF 47 DEGREES NORTH 57 DEGREES 35 MINUTES WEST, TIPE OF PYROTECHICOR LIGHT OBSERVED FLARE, ROCKET TYPE BRIGHT WITH TAIL, BURBER CESERVED 1 ONLY, COLOR WHITE, ESTIMATED HEIGHT OBSERVED FLARE ABOVE WATER 6500 TO 7000 FEET, DIRECTION OF FLARE FROM EAST TO WEST, OBSERVERS FLYING AT ALTITUDE OF SOOO FEET, DURATION OF FLARE ESTIMATED 2 SECONDS, DOWNLAND PATH ON TOP OF OVERCAST, WEATHER SOLID OVERLOAST TOP 6500 FEET. VISIBILITY DARK UNLIMITED. OBSERVERS ESTIMATE FLARE 40 MILES FROM LAND. FLARE SIGHTED DESCENDING THROUGH OVERCAST. NO OTHER AIRCRAFT OR VESSELS KNOWN TO BE IN AREA. SUGGEST CHECK OF CHLESTIAL PHENOMENA OR SCHEDULED OPERATIONS INVOLVING PYROTECHNICS OR FRACTICE FIRING IN AREA."

- 6. While SA-10 #4058 was investigating the white flare sighting, it was diverted from the area to investigate the following incident:
- a. At OllAZ PAA Boeing Flight No. 120, on route from Sydney, Nova Scotia, to Shannon, Eire, at an altitude of 15,000 feet, reported a descending flare sighted at OllAZ (3 Nov) at 49° 25' N, 53° 30' N, slightly off the coast from Wesleyville on the northeast tip of Newfoundland. The Pan American ship descended VFR to investigate and at OlfAZ nighted a second descending grass flare at 40° 25' 1, 56° 35° The aircraft continued its inscent to an example altitude and circled the area, flashing its landing lights, but received no response from the water.

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- b. SA-10 #4058 was immediately diverted to the area and arrived at 0414Z.

 VFR conditions existed and visibility was unlimited. A small flashing green beacon was visible on an off-shore island. The pilot, however, expressed doubt as to whether the Pan American pilot could have seen the green light from 15,000 feet. He also expressed doubt that it could have been mistaken for a flare. A low search was made and one small fishing vessel was observed in the area.
- 7. The overall evaluation of the investigation by Captain Julin was that the extreme visibility, combined with the extreme surface darkness of unlighted areas, created many illusions which easily could have confused a pilot.
- 8. The US Coast Guard at Argentia advises that flares are utilized by water vessels only in cases of distress or emergency.

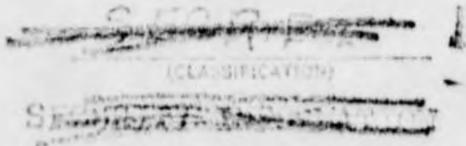
A. G. LOVE Captain, USAF

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